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The BEE PUBLISHING CO., Props.
E. ROSEWATER, Editor

FRANCE changes its ministry nearly as often as a prominent railroad attorney in Nebraska changes his shirt.

DEPOSITS in New York savings banks increased \$25,000,000 last year. This is a silver lining to the financial cloud.

THE sooner General Hansen is invited to step down and out the better it will be for the good name of the army. A good lobbyist has been spoiled in making a poor soldier.

THE legislative session has degenerated into a general game of grab. The grabbers will not be forgotten when the record is made up to satisfy the curiosity of indignant constituents.

JAY GOULD in an interview says he "thinks he has his share of the pleasant things of this world." The trouble is that he has the shares of a great many other people in the bargain.

SENATOR SAUNDERS is reported as seriously ill at Washington with bilious fever, which explains his absence from the senate during this important vote on the tariff debate.

"GENERAL" JIM BRIBBIN, whose principal combats have been with his mouth, is out with a lecture stating how Custer lost his life. It is needless to remark that the reason was because he knew less about fighting than the hero of twenty bloodless battles.

COMPLAINTS are made that "vandalism" is mutilating the "works of art" at Washington. If only Vinnie Reams' monstrosities of human anatomy are attacked the public will have no cause for mourning.

Washington has been a receptacle for numerous specimens of native art which are none the less inartistic and frightful because they were done by native artists. The original vandals were the congressmen who voted subsidies to the dabblers and stone masons who have desecrated the capital with studies in oil and marble which ought to find a place in Madame Tassard's Chamber of Horrors.

THE bill to increase the Omaha board of education to nine members has passed the house, and will probably become a law. There is every reason why it should. Our present board of education is too small to transact the constantly increasing business connected with the management of our city schools. The committees have too much work to do to do it well, and every one knows that the committees in legislative bodies virtually transact the business. As matters now stand, members of the board have to serve on several committees, and their attention is divided and diverted.

Another praiseworthy feature of the bill is the provision which permits the investment of the sinking fund in city bonds. Up to the present time government bonds have been the only securities allowed under the law. This amendment will add several thousands of dollars to the sinking fund and at the same time afford every necessary security.

THE new land office in northern Nebraska, the appointees for which were confirmed last week, will be called the Minnekausa land office, and is to be located at Valentine, the seat of the Minnekausa reservation, on the Fremont and Northern Valley railroad, and four miles from Fort Niobrara.

The new district, as created, consists of the two western angles of Holt county on the east, and is bounded by the state line on the north and the 42 parallel on the south, comprising portions of Holt and Sioux counties and the new counties of Brown, Cherry, Dawes and Loup, created by the present legislature.

The southwestern portion of the state is soon to have another land office which will probably be located at McCook on the line of the B. & M. road. The location is not, however, definitely decided upon. By the close of the present year Nebraska will have nine land offices, those already in operation being at Beatrice, Grand Island, Bloomington, Niobrara, North Platte, Lincoln and Norfolk. No nominations have yet been made for the McCook office.

THE RAILROADS AND THE LAND OFFICE.

In a short but interesting article entitled "Railway Influence in the Land Office," George W. Julian calls public attention, in the last number of the *North American Review*, to the gross abuses which have characterized the transactions between the government and the land grant roads. The facts recorded by Mr. Julian would be startling if the disclosures which they contain had not been discounted by the charges which for years have been made of the absolute control of this bureau of the interior department by the agents of corporate monopoly.

The first land grant was made to the Illinois Central in 1850. From that date until 1872 millions upon millions of acres of the public domain were recklessly squandered upon the railroads, while so loose a legislation and so grasping the demands of the projectors of various lines that in some instances the grants were given with no lateral limits. This waste of public property became so extensive that at last the people were alarmed, and about eleven years ago a halt was called, "but it was not until more than 200,000,000 acres of the people's patrimony had been appropriated—an area as large as that of the thirteen original states." Since these rights were given by the nation, of course there is no one in disputing these claims, but Mr. Julian shows by what means the railroads have been upheld in many cases in litigation with private parties as to the ownership of lands to which the railroads had no possible claim. In some special cases it seems evident that the decisions of the supreme court have been overridden by the railroad companies.

The land office has never failed to stretch a point in favor of the railroads. Mr. Julian cites how the simple pricing of certified lists has been considered equivalent to patents, and that in this way companies "have been awarded to them an illegal excess of indemnity lands amounting to more than 10,000,000 acres, or enough to make 62,500 farms of 160 acres." These lands might have been opened to settlers at government prices, "instead of becoming the spoil of corporate monopolies and sold at rates imposed by themselves."

Bogus suits trumped up by the corporations have been gladly used by the land commissioner as the basis of grossly unjust decisions which in every litigated case which has arisen so far as a private individual is concerned, "Every presumption is against him, and his mistakes are ever made in his favor."

There are to-day 100,000,000 acres of land claimed by the railroads and withdrawn from the market awaiting settlement under various acts of congress and the lobby at Washington has been successful in preventing their forfeiture. In summing up Mr. Julian writes: "These illustrations of the management of railroads by the land department are in fact illustrations of the management of the land department by the railroads."

It would be a public blessing, aside from the destruction of a historic building, if the White House were to burn down. This venerable rookery is the most persistent leech on the treasury of any of the buildings at Washington. The present sundry civil appropriation bill allows \$65,000 for its maintenance, which includes \$25,000 for refurnishing, \$15,000 for grounds, \$2,500 for fuel, \$5,500 for repairs to conservatories and \$15,000 for lighting. Last year nearly double this amount was appropriated for redecorating and refurnishing, and in the past five years congress has devoted over a quarter of a million for making the building and grounds habitable. It would be an act of economy to desert the palace of the presidents and erect a new building where the fresco would stay on the walls for more than two years at a time and in which the carpets would not have to be renewed every six months. There is a good deal of double distilled extravagance about the maintenance of the White House as at present conducted for which even the destructive habits of hoarder visitors is no excuse.

Of course there is no lack of candidates for mayor. Six or eight public spirited and patriotic ward bumpsters have already offered to sacrifice their business on the altar of the city if votes enough can be secured to elect them.

But Omaha will be very particular at the coming spring election in whom she puts her trust as guardians of the city's interest.

The men who are most anxious to step into Mayor Boyd's shoes are very likely to be left out in the cold. Good material for mayors is not found in every corner grocery and the salary is not so magnificent as to tempt men of good executive ability and sound business standing to run after the nomination.

The next mayor of Omaha will not be found were pulling for the office, and he will be elected at the polls and not in the nominating convention.

What our people want is a solid and substantial citizen whose knowledge of his own business will fit him to conduct successfully the affairs of the city through co-operation with a strong

energetic and honest city council. Omaha is too large to try any more experiments. Her interests are growing too rapidly to be entrusted to officials of whose capacity and honesty there is the shadow of a shade of suspicion. If THE BEE understands the temper of our taxpayers they will be even more careful than usual in their choice at the coming spring election.

TOWNS COUNCILOR Carey, of Dublin has turned informer and adds his blood curdling testimony to the evidence of Michael Kavanagh. His story of the Phoenix park assassinations is even more sickening in its details than that of his accomplice. Carey who was a member of the secret society to which the prisoners were longed was selected to give the signal for the crime. Seven of the assassins armed with knives distributed themselves along the walk down which Lord Cavendish and Burke were approaching. Brady at the signal jumped upon Burke and stabbed him in the shoulder. Lord Cavendish was then assassinated after which the bloodthirsty brute returned to Burke who was still breathing and cut his throat. In former Carey tells of a certain organizer called "No. 1" who planned the assassinations of Burke and Cavendish and also the attempted murders of Secretary Foster and Lord Lieutenant Earl Cowper. The two last escaped a horrible fate as if by miracle. Three times they were almost in the hands of their enemies and three times a change of route or the delay of a train saved them.

It is unfortunate that the cowardly informers, whose lives will probably be spared in return for the evidence which they have furnished the government, will not share the fate of the bloodstained scoundrels whom they assisted in the horrible tragedy of May 6th. Ireland has been too long cursed by these murderous fanatics who have given England the only excuse for her shameful misgovernment of the country, and who have discounted in advance every effort of Ireland's real friends to help her. The stains which they have cast on the country have been hardly washed out by the tears of a famine stricken peasantry whose sufferings have attracted less sympathy because of the crimes of the midnight assassins who would not learn that no worthy public object can ever be attained by private outrage.

THE house at Lincoln on Monday evening degenerated into a howling mob. The scenes in the capital on that occasion were disgraceful beyond description and furnish good grounds for serious reflection on the part of the people of Nebraska who elected such hoodlums and mountebanks to represent them as the men who participated in that disgusting disorder.

PROF. HORSFORD declares that poor bread has laid more of the human race under the sod than either of both of those twin undertakers, rum and tobacco. At the manufacturer and vendor of a patent baking powder everyone can at once see that Prof. Horsford is a strictly disinterested party.

THE Grub Claim Senator.

A gentleman who says he was a fellow-passenger of a newly-elected senator from Colorado on his latest Eastern trip has the following story to tell of the bonanza statesman: "Before it was fairly dark, the last day of our journey, the great man ordered the porter to make up his section of the sleeper. This done he directed the man-chambermaid to get out his night clothes. A gorgeous velvet cap, elaborately decorated was first procured, carefully examined, and hung on one of the hooks where everybody could see it. A magnificent ruffled night shirt, half smothered in costly point lace of the finest quality, was next brought forth and hung on another peg, so as to fill the space between the looped-up curtains. Everything was in readiness, but the great man, who had evidently intended retiring early to get a good night's rest, changed his mind and did not see his coach until nearly 10 o'clock. The passengers had a chance to inspect the superb garments at their leisure, and they availed themselves of the blessed privilege. The ladies feasted their eyes on the embroidered night cap and on the splendid night shirt, with its \$200 worth of lace trimming, until their appetite for riches was satisfied. The lucky possessor of so much textile splendor pretended to be oblivious of his surroundings, but it was noticed that he witnessed the eager curiosity of his fellow passengers and listened to the whispered comments with a keen enjoyment he could scarcely conceal. A small boy with a new pair of red-top boots, the only ones in the neighborhood could not have been more intensely self-complacent. If he could only have found an excuse for putting his big diamonds on exhibition his happiness would have been complete and overwhelming."

THE New Boy.

He was a brand-new office-boy, young, pretty-faced, with golden ringlets and blue eyes. Just such a boy as one would imagine would be taken out of his little cradle-bed in the middle of the night and transported beyond the stars. The first day he glanced over an endless sea of editors, everybody knew all the printers, and went home in the evening as happy and cheerful as a sunbeam. The next day he appeared, leaned out of the back window, expectorated on a printer's pate tied up the cat by the tail in the hall-way, had four fights with another boy, borrowed \$2. from an occupant of the building, saying his mother was dead, collected his two days pay from

the cashier, hit the janitor with a broomstick, pawned a coat belonging to a member of the editorial staff, wrenched the knobs of the doors, upset the ice-cooler, pined three galley of type and munched his finger in the small press. On the third day a note was received, saying: "Mr. Mother do not want I to work in such a dull place. She says I would make a good preacher. So do I not finger is better; goan fishin'. Yours Till Deth do Yank on."

POLITICAL NOTES.

Eight female clerks are employed in the Massachusetts Insurance Department, at a salary of \$1,000 a year.

A proposal is before the Rhode Island legislature to increase the salary of the railroad commissioner to \$1,000.

General Chalmers, of Mississippi, has been taking temporary preparatory to a seat in the Forty-eighth congress. A bill has been introduced in the Kansas legislature providing for a board of text book commissioners and a uniform system of text-books in the public schools.

The Rhode Island house of representatives has passed a bill making the consent of a parent or guardian a requisite to the issuing of a marriage license for a minor.

There is to be held in Boston on the 22d inst. a meeting for the purpose of organizing a national citizens' league for the suppression of the sale of liquor to minors and the enforcement of the laws regulating the liquor traffic, whatever they may be in the several states.

Governor Kinkaid, of Nevada, in his annual message, speaks very earnestly against the discriminations of the Central Pacific railroad, and complains of the fact that the road charges tax on some 7,000,000 acres of its land grant in that state by delaying to patent it.

The appointment of California into six congressional districts, as determined by the democrats, makes two republican and four democratic districts on the basis of the presidential vote of 1880, but on the basis of the Stanceman tidal wave of 1882 all would be democratic.

The man most talked about how as the candidate of the republicans of Indiana for the senate in 1885, is Congressman Brown, of the fourth district. He is one of the most popular men in the state, and always carries his congressional district by a majority ranging from 7,000 to 10,000.

Ever since the organization of Wisconsin as a state the public lands have been sold at \$2.25 per acre, and fortunes have been made in them. A bill to advance the price to \$3 is before the state senate, and the assembly has adopted a joint resolution withdrawing the lands from sale until a change in price is made.

Governor Foster, of Ohio, advises the republicans of his state that in nominating candidates for the legislature this year they should select them for any particular aspirant for the United States senatorship. Name the best men, he says, work earnestly for their election, and then if the party retains the control of the legislature, let the question of who shall be senator be settled by the free choice of the people's representatives.

Senatorial aspirants in New Hampshire will have to remain in a state of uncertainty until June. Meanwhile, however, the canvassing goes on briskly, and the prospects of the different candidates are noted as regularly as the state of the weather. Some nice local questions about the election must be decided, one of which is whether the present legislature cannot fill both of the senatorships. Guesses as to the successful man or men are as likely to get at the truth as Wiggins in predicting the weather.

New York has had 25 governors in the 103 years of her existence as a free and independent commonwealth. Of this number, since the death of Edwin D. Morgan, there are about eight survivors. These are Hamilton Fish, whose term began in 1849; Horatio Seymour, whose term began in 1853; Myron H. Clark, 1855; Reuben E. Fenton, 1855; John T. Hoffman, 1859; Samuel J. Tilden, 1875; Lucius Robinson, 1877; and Alonzo B. Cornell, 1881. Of these, Seymour, Hoffman and Fenton are the only three who were elected for more than one term.

INDUSTRIAL NOTES.

A saw manufactory is to be established at San Clara, Wisconsin.

The Chicago malleable iron company is employing 700 men in its works.

The sheet mill of the Reading, Pa., Iron Works is now in operation. The rolling mill is still idle.

Independence, Iowa, talks of raising \$300,000 capital for the purpose of erecting a pig factory.

It is proposed to increase the capital stock of the Giamorgan iron company, of Lynchburg, Va., to \$80,000.

The old Oliver Steel Works, near Rochester, N. Y., will be turned into a store factory by Shepard & Co., of New Brighton.

Machinery for the manufacture of the zero ice machines has just been put in the zero ice machine works of Silas Merchant, Cleveland.

The Manchester locomotive works are filling an order for 20 locomotives for the Oregon railroad and navigation company, which will be packed and shipped by water.

The Pond machine tool company of Worcester, Mass., have been incorporated, with a capital of \$100,000. D. W. Pond is president, and A. C. Stebbins treasurer.

The Cleveland co-operative stove company have built extensive additions to their works the present season, giving them increased moulding, mounting and storage facilities.

The Chase Turbine manufacturing company, at Great Falls, Mass., are laying the foundation for their new shop, on the site of the burned chair shop. The new building will be 125x20 feet wide with an L 60x50 feet wide.

The Ripley Howland manufacturing company, of Boston, with a capital of \$100,000, for the manufacture and sale of jewelry and silverware, have been incorporated. Wm. A. Bates, president; Reuben Crosby, treasurer.

The Union File company, of Baltimore, have been offered 4,000 pounds of ivory in exchange for files, by a resident of Cape Coast, on the west coast of Africa, and he agrees to furnish all the ivory they can require, in trade for their product. It is probable a large trade will be established on the dark continent.

The McMurray-Judge architectural iron company, of St. Louis, are increasing their working force and expect a flood of orders. They have now about completed their contract for furnishing the iron work for E. J. Gay's building on Washington avenue, over \$400,000.

The dredging machine building at Pettys Island, near Philadelphia, is one of three to be supplied to the Panama canal company, the aggregate cost amounting to \$2,000,000. The above one, now nearing completion, is 100 feet long, 60 feet wide, and 12 feet deep. On each of these three monster dredges there will be eight separate engines, the pair of high-pressure engines which run the dredge being of 250 horse-power each. The dredges are of a new patent, and work with a series of buckets on an endless chain, which can dig and dispose of 1,620 cubic yards of dirt in an hour, or a combined capacity per hour for the three dredges of 4,860 cubic yards. Thus in four months, working 12 hours a day, they could dig out 9,250,000 cubic feet, or a canal 80 feet wide, 12 feet deep, and nearly 50 miles long.

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RAILROAD NOTES.

The Buffalo, New York and Philadelphia railroad company has declared a quarterly dividend of 15 per cent.

The Vincennes and Ohio River railroad was formerly organized in Vincennes, Ind., February 7th, with a capital stock of \$1,000,000. Thirteen directors were chosen.

At a meeting for the reorganization of the Marietta and Cincinnati road on the 7th inst. the named old road company was fixed as the Cincinnati, Washington and Baltimore.

The earnings of the Mexican railway and its Jalisco branch for the week ending January 20th amounted to \$26,000, being an increase of \$7,000 over the corresponding week of 1887.

The stockholders of the Chicago and Western Indiana recently held a meeting for the purpose of raising the old mortgage of \$100,000 on the property and place a new and larger one.

It is said that the Galveston, Harrisburg and San Antonio company will build a branch which will leave the main line at its meets the Texas and Pacific.

It has been about decided that the Santa Fe road will extend its branch from San Pedro, a distance of 37 miles in a southeasterly direction, to the valuable copper mines owned by the company.

The operations of the Flint and Pere Marquette road for 1882 show total earnings of \$4,151,941.99 against \$1,856,534.75 for 1881 as previous year. The road has doubled at its earnings in the past four years.

The New York Harbor and Beach railroad has been incorporated. It will run from Battery to York Beach connecting with the Eastern road at the former point. It will be a narrow gauge and will cost about \$10,000 for building and equipment.

The Northern Adirondack railroad company has filed articles of association with the New York secretary of state. The terms of the road extend north to Regis Falls and near the Morris station of the Ogdensburg and Lake Champlain railroad.

A new company has been organized in El Paso under the name of the El Paso and New Mexico railroad, with a capital stock of \$3,000,000. Definite arrangements have been made for the equipment of the road from El Paso to the vicinity of White Oak.

Articles incorporating the Wabash, Paducah and Southern railway company have been filed with the secretary of state of Illinois. The company will have a capital of \$600,000, and will build a road from Jackson county, Ill., to a point on the Ohio river opposite Eastport, Ky.

At a meeting of the directors of the Illinois Central railroad held in New York last week it was decided to pay a 17 per cent dividend on its 4 per cent leased line certificates, which represent stock of the Chicago, St. Louis and New Orleans road. The payment will require \$3,000,000.

The Riley Elevated railway company of Chicago was incorporated February 9th, by the secretary of state. The object is stated to be to construct and operate an elevated railway from one or more central points in the city of Chicago to South Chicago, Pullman, Blue Island, Englewood and other suburbs. The capital is \$2,000,000.

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